ROCKSHOX

2022+
Super Deluxe Ultimate Flight Attendant

SERVICE MANUAL

SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing RockShox products. Protect yourself! Wear your safety gear!

⚠WARNING - PRESSURIZED DEVICE

Suspension products may contain pressurized air, nitrogen, springs, and oil.

Always wear certified safety glasses (ANSI Z87.1, EN166 EU) when performing any service on a suspension product (suspension fork, rear shock, seatpost). Failure to wear proper safety glasses can result in SERIOUS INJURY OR DEATH.

RockShox Service

We recommend that you have your RockShox suspension serviced by a qualified bicycle mechanic. Servicing RockShox suspension requires knowledge of suspension components, as well as the use of specialized tools and lubricants/fluids. Failure to follow the procedures outlined in this service manual may cause damage to your component and void the warranty.

Visit www.sram.com/service for the latest *RockShox Spare Parts Catalog* and technical information. For order information, please contact your local SRAM distributor or dealer.

Information contained in this publication is subject to change at any time without prior notice.

Your product's appearance may differ from the pictures contained in this publication.

For recycling and environmental compliance information, please visit: www.sram.com/en/company/about/environmental-policy-and-recycling.

Suspension Safety Precautions and Warnings

SAFETY INSTRUCTIONS

To avoid serious injury or death, you MUST understand and follow the safety information in this document.

⚠WARNING - PRESSURIZED DEVICE

Suspension products may contain pressurized air, nitrogen, springs, and oil.

Always wear certified safety glasses (ANSI Z87.1, EN166 EU) when performing any service on a suspension product (suspension fork, rear shock, seatpost).

DO NOT attempt to disassemble a suspension product before the product is fully depressurized. Follow depressurization procedures and remove the air valve as instructed, before attempting disassembly of a suspension product.

When performing service on a suspension product, keep your eyes, face, and body away from any part or lubricant that can suddenly eject under high pressure. DO NOT direct any pressurized suspension part at a person.

DO NOT attempt to puncture, crush, or incinerate any assembled suspension product.

Failure to follow these preventative measures can result in SERIOUS INJURY OR DEATH.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque.

To avoid separation of parts, threadlocker must be applied as instructed. Failure to apply threadlocker could result in separation of the parts.

Retaining rings must be fully seated in the retaining ring groove. Confirm the retaining ring is fully seated in the retaining ring groove after installation.

Do not use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure.

Failure to follow these preventative measures can result in SERIOUS INJURY OR DEATH.

⚠WARNING

Do not ingest oil, fluid, grease, lubricant, or cleaner. Ingestion could lead to SERIOUS INJURY OR DEATH. Seek immediate medical attention if any oil, fluid, grease, lubricant, or cleaner is ingested.

⚠CAUTION

Suspension products may contain lubricants which can lead to skin irritation. Always wear nitrile gloves when servicing suspension products. Failure to properly protect your skin can result in irritation. Seek medical attention if your skin is adversely affected by any suspension oil, fluid, grease, lubricant, and/or cleaner.

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

Use care when working with sharp tools and parts. Never use sharp tools coated with oil and/or grease. Clean and remove all oil and/or grease from your hands and gloves, and tools before working with any sharp tool or part. Failure to do so can result in personal injury.

Place an oil pan on the floor underneath the product during service to catch any drained or spilled fluids. To avoid a slip and fall, and possible injury or harm, immediately clean any oil, fluid, grease, or lubricant from the floor in your work area.

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Part Preparation and Service Procedures

Part Preparation

Remove the component from the bicycle before service.

Disconnect and remove the remote cable or hydraulic hose from the fork or rear shock, if applicable. For additional information about RockShox remotes, user manuals are available at www.sram.com/service.

Clean the exterior of the product with mild soap and water to avoid contamination of internal sealing part surfaces.

Service Procedures

The following procedures should be performed throughout service, unless otherwise specified.

Clean the part with RockShox Suspension Cleaner or isopropyl alcohol and a clean, lint-free shop towel. For hard to reach places (e.g. upper tube, lower leg), wrap a clean, lint-free shop towel around a non-metallic dowel to clean the inside.

Clean the sealing surface on the part and inspect it for scratches.

⚠WARNING - CRASH HAZARD

DO NOT use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure, serious injury, and possibly death.

Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

Apply grease to the new seal or o-ring.

NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the RockShox Spare Parts Catalog to replace the damaged part.

Use aluminum soft jaws when placing a part in a bench vise.

Tighten the part with a torque wrench to the torque value listed in the red bar. When using a crowfoot socket and torque wrench, install the crowfoot socket at 90 degrees to the torque wrench.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

Specified torque value in N·m (in-lb)

Model Code Identification

Product model code and specification details can be identified with the serial number on the product. Model codes can be used to identify the product type, series name, model name, and product version associated with the production model year. Product details can be used to identify spare parts, service kit, and lubricant compatibility.

Model Code example: **RS-SDLX-UFA-C1**

RS = Product Type - **Rear Shock**
SDLX = Platform/Series - **Super Deluxe**
UFA = Model - **Ultimate Flight Attendant**
C1 = Version - (**C** - third generation, **1** - first iteration)

To identify the model code, locate the serial number on the product and enter it into the **Search by Model Name or Serial Number** field at www.sram.com/service.

Warranty and Trademark

For SRAM Warranty information, visit: www.sram.com/warranty.

For SRAM Trademark information, visit: www.sram.com/website-terms-of-use.

Recommended Service Intervals

Regular service is required to keep your RockShox product working at peak performance. Follow this maintenance schedule and install the service parts included in each service kit that corresponds with the Service Hours Interval recommendation below. For spare part kit contents and details, refer to the RockShox Spare Parts Catalog at www.sram.com/service.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes air can contamination
Every 50 Hours	Perform air can service	Reduces friction
		Restores small bump sensitivity
Every 200 Hours	Perform damper and spring service	Extends suspension lifespan
		Restores suspension lifespan

Record Your Settings

Use the charts below to record your shock settings to return your shock to its pre-service settings. Record your service date to track service intervals.

Service Hours Interval	Date of Service	Air Pressure	Rebound setting - Count the number of clicks while turning the rebound adjuster fully counter-clockwise.
50			
100			
150			
200			

Torque Values

Part	Tool	Torque
Air can to shaft eyelet assembly	13 mm crowfoot (standard eyelet)	10 N•m (90 in-lb)
	29 mm crowfoot (bearing eyelet)	
	54 mm crowfoot (trunnion mount)	
Bolt (x2) - damper body bearing eyelet assembly to damper body	3 mm bit socket	6.2 N•m (55 in-lb)
Bleed screw - internal floating piston (IFP)	T10 TORX bit socket	Tighten until IFP spins
Damper body bleed screw	T10 TORX bit socket	1.1 N•m (10 in-lb)
Piston bolt	12 mm socket wrench	6.2 N•m (55 in-lb)
Rear Shock Bearing Adapter	22 mm crowfoot	10 N•m (90 in-lb)
Rear shock module screws	3 mm hex	0.56 N•m (5 in-lb)
Sealhead/air piston	34 mm crowfoot	28 N•m (250 in-lb)

IFP Depth

Shock Stroke	IFP Depth
37 - 65 mm	33 mm
67 - 75 mm (C1 only)	39 mm

Super Deluxe Ultimate Flight Attendant Service

Prior to servicing your rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the Rear Shock Module and mounting hardware before performing any service (see the Rear Shock Module Removal section and the Mounting Hardware and Bushing Service section).

Parts, Tools and Supplies

Parts

- RockShox Super Deluxe Ultimate Flight Attendant (Gen C) 50 or 200 Hour Service Kit
- Rear Shock Eyelet Bushing Kit (standard eyelets)
- Rear Shock Eyelet Bearing Kit (bearing eyelets) - for Rear Shock Damper Body Bearing Eyelet Assembly)
- Rear Shock Damper Body Bearing Eyelet Assembly (includes bearings)
- Rear Shock Bearing Adapter Upgrade Kit - 8x30 23mm OD (convert standard DU Bushings to Bearings on 8x30 frames) uses 22mm wrench - Deluxe,Super Deluxe B1+(2023+),SIDLuxe A1+(2021+)

Safety and Protection Supplies

- Apron
- Clean, lint-free shop towels
- Nitrile gloves
- Oil pan
- Safety glasses

Lubricants and Fluids

- Maxima PLUSH 7wt Suspension Oil
- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (included in service kit)
- RockShox Suspension Cleaner or Isopropyl alcohol
- RockShox Dynamic Seal Grease (included in service kit)

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool
- RockShox Air Valve Adapter Tool - Rear Shock
- RockShox IFP Height Tool V2 - Super Deluxe/Super Deluxe Coil (00.4318.041.002)
- RockShox IFP Puller Tool
- RockShox Rear Shock DU Bushing Sizing Tool 1/2"x1/2" (for sizing bushings and installing hardware) - RockShox
- RockShox Rear Shock Vise Block
- RockShox x Abbey Tools - Trunnion Mount Crowfoot Tool
- RockShox Schrader Valve Tool
- RockShox Shock Pump (350 psi max)

Common Tools

- Adjustable wrench
- Bench vise with soft jaws
- Crowfoot socket: 22 mm, 34 mm
- Digital Measurement Caliper
- Flat blade screwdriver
- Hex bit socket: 3 mm
- Hex wrenches: 2 mm, 3 mm
- Metric caliper or small metric ruler
- Open end wrenches: 13 mm (x2), 22 mm, 34 mm
- Pick (metallic and non-metallic)
- Socket wrench
- Socket: 12 mm
- Strap wrench
- Torque wrench
- TORX bit socket: T10
- TORX wrench: T10

Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

NOTICE

Use only 2022+ (Gen C) Super Deluxe spare parts and service kits with 2022+ (Gen C) Super Deluxe.

2018-2022 (Gen A-B) Super Deluxe spare parts and service kits are NOT compatible with 2022+ (Gen C) Super Deluxe.

⚠WARNING

Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores.

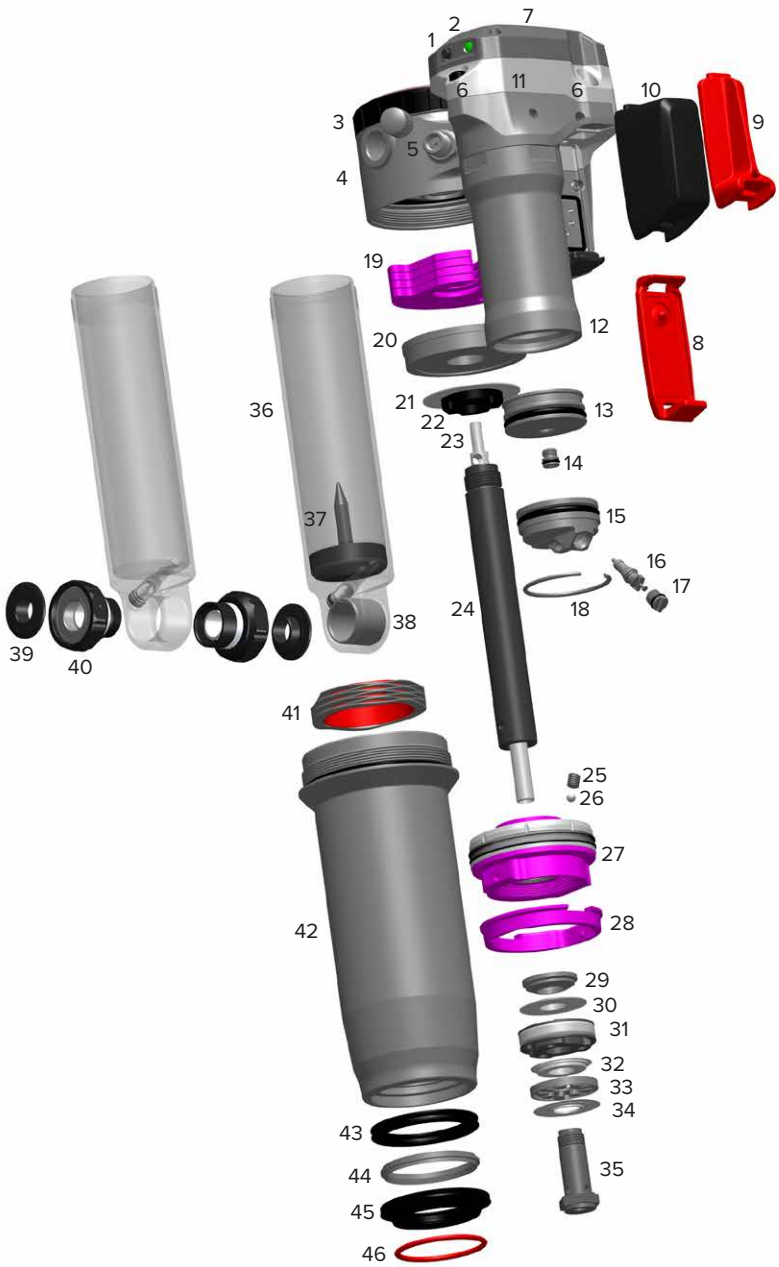
If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

SAFETY INSTRUCTIONS

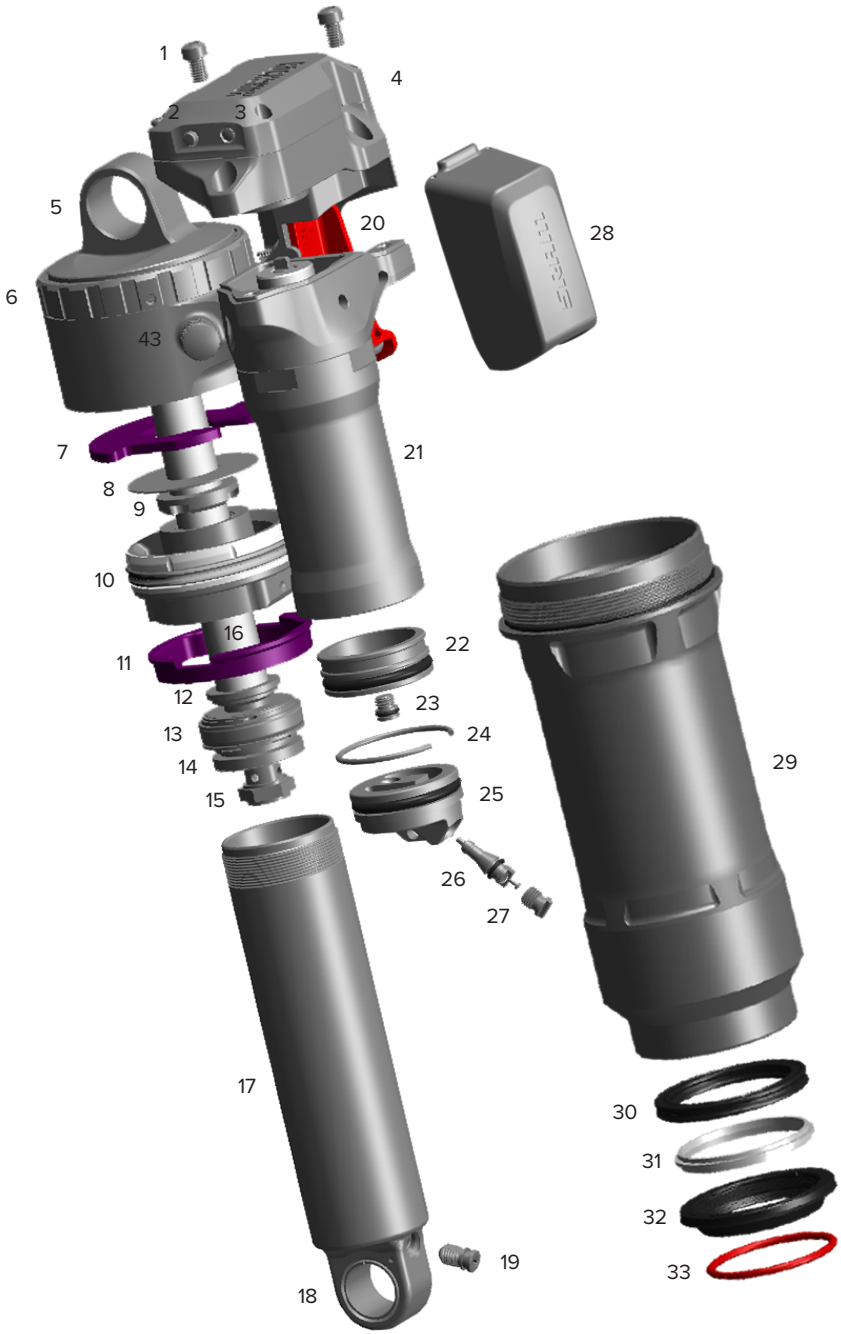
Always wear safety glasses and nitrile gloves when working with suspension fluid.

Place an oil pan on the floor underneath the area where you will be working on the shock.

2025+ (C2) Super Deluxe Ultimate Flight Attendant



1. AXS button
2. LED
3. Adjuster - Rebound
4. Trunnion eyelet/mount
5. Air valve
6. Cap screw (x2)
7. Rear shock module
8. Battery cover
9. Battery block
10. SRAM battery
11. Reservoir neck
12. Reservoir can
13. Internal Floating Piston (IFP)
14. Bleed screw (IFP)
15. Cap - reservoir
16. Schrader valve - reservoir
17. Air cap - IFP Schrader valve
18. Retaining ring - IFP cap
19. Bottomless Tokens (0-4)
20. Traver reducer (2.5, 5, 7.5 mm)
21. Washer
22. Bumper
23. Rebound needle
24. Damper shaft
25. Bleed screw (sealhead)
26. Nylon compression ball
27. Sealhead/Air piston
28. Negative volume reducer
29. Top out plate
30. Compression shims
31. Damper piston (C2)
32. Rebound shims
33. Rebound check plate
34. Check shims
35. Piston stud
36. Damper body (standard eyelet)
37. Needle - Hydraulic Bottomout
38. Standard eyelet / mount
39. Bearing dust cover (x2)
40. Standard Eyelet Bearing Adapter (23 mm) - compatible with all Super Deluxe (Gen C) models
41. Counter Measure
42. Air can - Progressive
43. Quad ring seal
44. Bushing
45. Wiper seal
46. Sag o-ring



1. Cap screw (x2)
2. AXS button
3. LED
4. Rear shock module
5. Standard eyelet/mount
6. Adjuster - Rebound
7. Bottomless Tokens (0-4)
8. Washer
9. Bumper
10. Sealhead/Air piston
11. Negative volume reducer
12. Top out plate
13. Damper piston (C1)
14. Rebound check plate
15. Piston stud
16. Damper shaft
17. Damper body
18. Standard eyelet / mount
19. Damper body screw
20. Battery block
21. Reservoir can
22. Internal Floating Piston (IFP)
23. Bleed screw (IFP)
24. Retaining ring - IFP cap
25. Cap - reservoir
26. Schrader valve - reservoir
27. Air cap - IFP Schrader valve
28. SRAM battery
29. Air can
30. Quad ring seal
31. Bushing
32. Wiper seal
33. Sag o-ring

Shock Eyelet Service - Standard Eyelet

Prior to servicing the rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the mounting hardware before performing any service.

Bearing Adapter (optional): Follow the Mounting Hardware Removal and Eyelet Bushing Removal procedures if a RockShox Bearing Adapter (23 mm) will be installed into a damper shaft standard eyelet or damper body standard eyelet. If installed, remove the standard eyelet mounting hardware and standard eyelet bushing only. Procedures are the same for damper shaft and damper body standard eyelets.

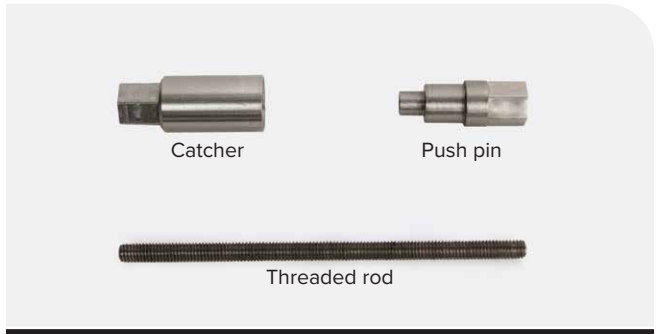
Mounting Hardware Removal (Service and Optional Bearing Adapter Installation)

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

Some mounting hardware is easily removed using only your fingers. Try to remove the end spacers with your fingernail or small screwdriver, then push the bushing pin out of the bushing. If this works, continue to the next section.

If you are unable to remove the mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.



RockShox 1/2" x 1/2" Rear Shock Bushing Tool

1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.

RockShox 1/2" x 1/2" Rear Shock Bushing Tool

2 Insert the threaded rod (A) through the eyelet until the push pin (B) rests against the bushing pin.

Thread the large, open end of the catcher (C) along the rod until it rests on the end spacer.

3 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

NOTICE

Do not damage the shock with the wrenches.

Use a second 13 mm wrench to thread the push pin into the bushing pin and eyelet until it stops against the end spacer, or when spacer is free from the pin.

Unthread the catcher and push pin from the threaded rod to remove the end spacer and the bushing pivot pin.

4 If the bushing pin did not remove easily, unthread the push pin from the threaded rod to remove the end spacer, then reinstall the push pin onto the threaded rod.

Thread the large, open end of the catcher along the rod until it rests against the shaft eyelet.

Use a 13 mm wrench to thread the push pin along the rod until it stops against the eyelet shaft.

NOTICE

Do not damage the shock with the wrenches.

Unthread the push pin from the threaded rod to remove the bushing pin.

5 Unthread the catcher from the threaded rod.

Remove the end spacer and bushing pin from the tool.

Damper Body with Standard Eyelet: Repeat steps 2-5 for the damper eyelet.

Eyelet Service: Clean the mounting hardware and set aside. Install the mounting hardware after shock service is complete.

Eyelet Bushing Removal

To remove the eyelet bushing, use the RockShox 1/2" x 1/2" Rear Shock Bushing Tool.

Bearing Adapter (optional): Remove the eyelet bushing from the eyelet that a RockShox Bearing Adapter will be installed into.

1 Insert the threaded rod (A) through the eyelet until the base of the push pin (B) rests against the bushing.

Thread the large, open end of the catcher (C) onto the rod until it rests on the eyelet.

2 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing out of the eyelet.

NOTICE

Do not damage the shock with the wrenches.

3 Unthread the catcher from the threaded rod. Remove the tool from the shaft eyelet and discard the bushing.

Clean the eyelet.

Repeat steps 1-3 for the other eyelet (if applicable).

Optional Upgrade (Bearing Mount Frame Only): Standard Eyelet to Bearing Adapter - Proceed to Standard Eyelet to Bearing Mount Installation.

Eyelet Bushing Installation

Bearing Adapter Installation: Do not install a new bushing into the standard eyelet (shaft eyelet and/or damper body eyelet) if a Bearing Adapter will be installed.

1 Apply a light layer of grease to the outside of the new bushing.

2 Position the shaft eyelet and eyelet bushing between the soft jaws of a vise. Slowly turn the vise handle to begin pressing the eyelet bushing into the shaft eyelet.

Check the alignment of the bushing as it enters the eyelet. If the bushing starts to enter the eyelet at an angle, remove the bushing from the eyelet, regrease the bushing, and repeat this step until the bushing enters the eyelet straight.

Continue to press the eyelet bushing until it is seated in the shaft eyelet.

Eyelet Bushing Sizing

A new standard eyelet bushing can be sized before the mount hardware pin is installed to ensure optimal fit and function.

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

1 Insert the Bushing Sizer Pin into the eyelet bushing.

Bushing Sizer Pin

Bushing Sizer Pin

2 On the opposite side of the eyelet, position and hold the Bushing Sizer Pin Catcher against the eyelet.

Bushing Sizer Pin and Pin Catcher

Bushing Sizer Pin and Pin Catcher

3 Clamp the Bushing Sizer Pin and Pin Catcher in the vise.

Bushing Sizer Pin and Pin Catcher

Bushing Sizer Pin and Pin Catcher

4 Hold the shock and Bushing Sizer steady and slowly close the vise to drive the Bushing Sizer Pin through the bushing and into the Pin Catcher.

Bushing Sizer Pin and Pin Catcher

Bushing Sizer Pin and Pin Catcher

Bushing Sizer Pin and Pin Catcher

Bushing Sizer Pin and Pin Catcher

5 When the center of the Bushing Sizer Pin clears the bushing, the shock will no longer be supported by the vise. Hold the shock and Bushing Sizer Pin Catcher throughout the sizing procedure.

Bushing Sizer Pin and Pin Catcher

Bushing Sizer Pin and Pin Catcher

6 To complete the full eyelet bushing sizing procedure, repeat this procedure by pressing the Bushing Sizer Pin through the bushing again in the opposite side/direction.

Optional: If only standard eyelet mounting hardware is being installed, and shock service will NOT be performed, proceed to Mounting Hardware Installation - Standard Eyelet.

Shock Eyelet Service - Bearing Adapter (23 mm)

If installed, the RockShox Rear Shock Bearing Adapter must be removed before service.

NOTICE

A Super Deluxe (Gen C) with a standard eyelet (damper body eyelet and/or shaft eyelet) is compatible with the 23 mm RockShox Rear Shock Bearing Adapter only. To avoid permanent damage to a Super Deluxe (Gen C) rear shock, do NOT install a 26 mm RockShox Rear Shock Bearing Adapter into the damper body and/or damper shaft standard eyelet.

Bearing Adapter Removal

Deluxe is pictured. Procedures are the same for Super Deluxe (Gen C) unless otherwise pictured and/or described.

1 Clamp one side of the bearing adapter into a vise with soft jaws.

Bench Vise with Soft Jaws

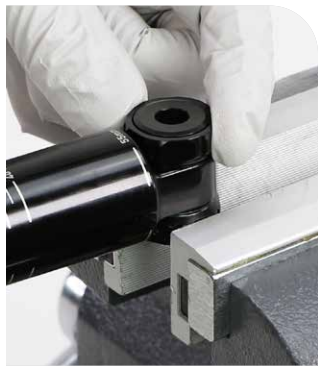
2 Unthread and remove one bearing adapter.

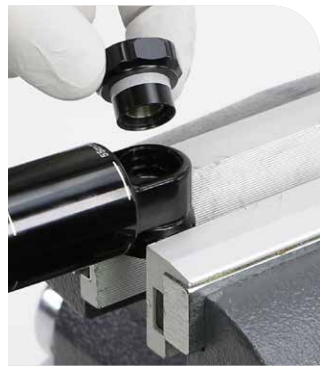
NOTICE

Do NOT use a standard 22 mm socket to remove the RockShox Rear Shock Bearing Adapter. A standard socket may not be compatible. Use ONLY an open end wrench or adjustable wrench.

Do not damage the shock during bearing adapter removal and/or installation.

22 mm - Open End Wrench or Adjustable Wrench





3 Pull the shock upward to remove the remaining bearing adapter.
Remove the remaining bearing adapter from the vise.

4 Remove the bearing covers from the bearing adapters.
Clean the shock eyelet and both bearing adapters.

Pick (non-metallic)

Shock Eyelet Service - Bearing Eyelet Mount

Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

Bearing Removal

Deluxe is pictured. Procedures are the same for Super Deluxe (Gen C).

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

1 Remove the dust covers.

2 **Damper Body Eyelet:** Clamp the eyelet securely in aluminum or plastic vise blocks. Position the eyelet securely on a flat surface.

Shaft Eyelet: Position the eyelet securely on a flat surface. To prevent damage to the air valve, remove the bearing on the side opposite of the air valve first.

Position the punch through one bearing and against the back of the opposite bearing. Press the end down against the outside bearing to secure it.

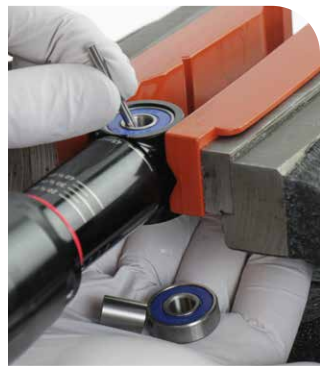
Tap the bearing out with two to three taps, then rotate to a new position around the bearing. Repeat until the bearing is pushed out evenly on all sides.

NOTICE

Do not damage the shock when tapping out the bearing.

The center spacer will also be removed.

Hammer / Mallet | Bearing punch 1/8" / 3 mm (OD)



3 Turn the shock over and repeat the bearing removal process.

NOTICE

Do not damage the shock when tapping out the bearing.

Hammer / Mallet

Bearing punch 1/8" / 3 mm (OD)

4 Clean the bearing bores.

RockShox Suspension Cleaner

Bearing Installation

1 Install a new bearing into one bearing bore, then clamp the eyelet and bearing into a vise with soft jaws. Press the bearing into the bearing bore until it is flush with the eyelet.

2 Loosen the vise, and align the bearing press tool centered on the bearing, then slowly tighten the vise. Check and confirm the bearing press tool is centered and is not overlapping the bearing edge.

Press the bearing into the bearing bore until it stops.

Remove the shock and bearing press tool from the vise.

NOTICE

Do not overtighten the bearing. Overtightening can damage the bearing and cause it to malfunction.

To prevent damage to the bearing, make sure that the bearing press tool contacts both the inner and outer races of the bearing.

22 mm (OD) x 10 mm (ID) bearing press tool

3 Insert a new spacer into the eyelet, then install a new bearing into the other bearing bore.

Clamp the eyelet and bearing into a vise with soft jaws, then press the bearing into the bearing bore until it is flush with the eyelet.

4 Loosen the vise, and align the bearing press tool centered on the bearing, then slowly tighten the vise. Check and confirm the bearing press tool is centered and is not overlapping the bearing edge.

Press the bearing into the bearing bore until it stops.

Remove the shock and bearing press tool from the vise.

NOTICE

Do not overtighten the bearing. Overtightening can damage the bearing and cause it to malfunction.

To prevent damage to the bearing, make sure that the bearing press tool contacts both the inner and outer races of the bearing.

22 mm (OD) x 10 mm (ID) bearing press tool

5 Remove the shock from the vise. The bearings should sit approximately 1 mm below the outer edge of the bearing bore.

Leave the dust covers off during shock service.

NOTICE

To avoid permanent damage to the dust covers, do not clamp the eyelet in a vise with the bearing dust covers installed.

Reinstall the dust covers before installing the shock on the bicycle.

Bearing Eyelet Mount - Replacement

1 Remove the bearing dust covers.

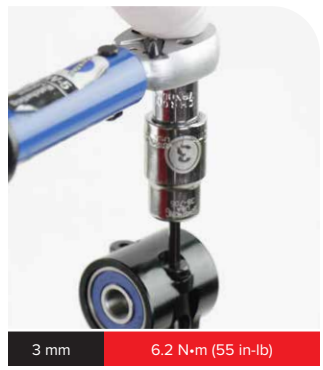
2 Remove the bearing eyelet mount bolts and remove the bearing eyelet mount assembly.

3 Install the new bearing eyelet mount assembly and bolts onto the shock.

Tighten the bolts.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.



Super Deluxe Ultimate Flight Attendant Service

Prior to servicing your rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the Rear Shock Module and mounting hardware before performing any service (see the Rear Shock Module Removal section and the Mounting Hardware and Bushing Service section).

⚠WARNING

Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores.

If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

SAFETY INSTRUCTIONS

Always wear safety glasses and nitrile gloves when working with suspension fluid.

Place an oil pan on the floor underneath the area where you will be working on the shock.

NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray RockShox Suspension Cleaner or isopropyl alcohol on each part and clean with a shop towel. Apply grease to the new seal or o-ring. Only use RockShox Dynamic Seal Grease when servicing RockShox shocks.

To prevent damage to the shock use aluminium soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws. For bearing mount shocks, wrap a shop towel around the eyelet, then clamp the eyelet flat into the vise.

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

Ultimate Flight Attendant - Prepare for Service

Prior to servicing the rear shock, including removing or installing tokens, the Rear Shock Module must be removed from the rear shock.

Remove the rear shock according to the frame manufacturer's instructions. If the bicycle is in close proximity to the rear shock during service, remove the SRAM battery from the Flight Attendant fork Control Module to disconnect the rear shock from the fork.

1 Set the rear shock compression damper to the Open position before service.

Remove the SRAM battery from the Rear Shock Module, then reinstall it to initiate a power cycle. The compression damper will automatically adjust to the Open position.

Remove SRAM battery

Remove SRAM battery

Install SRAM battery

Install SRAM battery

2 With the compression damper in the Open Position, remove the SRAM battery from the Rear Shock Module.

Install the battery block onto the Rear Shock Module to protect the battery contact pins.

Install the battery cover onto the SRAM battery, or place the SRAM battery onto the SRAM battery charger.

NOTICE

The SRAM battery must be removed before service. If the battery is installed during service, the compression damper setting may change to the mid or closed position during service.

The battery block must be installed before service to protect the battery contact pins.

3 Loosen each Rear Shock Module cap screw, and remove the Rear Shock Module from the reservoir neck.

3 mm

3 mm

4 Clean the underside of the Rear Shock Module with a damp, clean shop towel.

Clean the rear shock reservoir assembly with a damp, clean shop towel.

RockShox Suspension Cleaner

RockShox Suspension Cleaner

5 Remove the inner o-ring from the rear shock module and discard it. Clean the o-ring groove.

Apply grease to a new o-ring and install it.

Remove any excess grease.

Set the Rear Shock Module aside.

Pick (non-metallic)

Pick (non-metallic)

RockShox Suspension Cleaner

RockShox Suspension Cleaner

RockShox Dynamic Seal Grease

RockShox Dynamic Seal Grease

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

Make sure the Rear Shock Module is removed from the shock before beginning service. Consult the Rear Shock Module Removal section for instructions.

1 To record your adjustment settings, rotate the rebound adjuster knob counter-clockwise until it stops, while counting the number of detent clicks. This will assist you with post-service set up.

Compression is set to open when the battery is removed from the Rear Shock Module.

2 Record your air pressure setting to assist with post-service set up.

Remove the air valve cap by hand. Lightly depress the Schrader valve and slowly release all air pressure from the air can.

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

⚠CAUTION

Do not disassemble a pressurized shock, this can cause suspension fluid or debris to forcefully eject from the shock. Wear safety glasses.

Slowly release the air from the air can to make sure the air is removed from both chambers. Quickly releasing the air can trap air in the negative chamber and cause the air can to forcefully eject from the shock upon disassembly.

Small Hex Wrench

Use a RockShox Schrader Valve Core Tool to remove and reinstall the valve core from the valve body to make sure all air has been removed.

RockShox Schrader Valve Core Tool

RockShox Schrader Valve Core Tool

3 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

4 Remove the sag indicator.

5 Use a strap wrench to remove the air can. Wrap the strap around the section of the air can where there are no decals. Turn the wrench counter-clockwise to unthread the air can.

Vacuum pressure will increase as you pull the air can along the damper body, and will suddenly release when the air can is pulled over the air piston.

⚠CAUTION- EYE HAZARD

The air can may still have air pressure in the negative chamber, which may cause the air can to forcefully eject from the shock upon disassembly. Wear safety glasses.

Strap Wrench

Slowly pull the air can along the damper body to remove it and the Counter Measure spring.

NOTICE

Do not place the strap wrench on the air can decal.

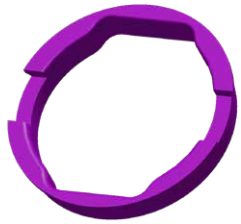
Bottomless Tokens reduce air volume in your rear shock and create greater progression at the end of the shock's travel. Add or remove tokens to tune your shock's bottomless feel.

Super Deluxe Ultimate Flight Attendant is compatible with purple Tokens only.

Negative Volume Tokens adjust the spring rate at the beginning of the stroke. Adding tokens to the negative spring increases the initial spring rate, while removing tokens creates a more linear feel at the beginning of the stroke.

Bottomless Tokens	4 Tokens Max
Negative Volume Token	1 Token Max

Bottomless Tokens



Negative Volume Token

Bottomless Tokens: Clamp the shaft eyelet into the vise.

Move the bottomout washer and o-ring away from the shaft eyelet, then snap the token onto the damper shaft with the opening facing the adjustment knobs. Slide the token down the damper shaft until it contacts the other tokens or the eyelet. Slide the bottomout washer and o-ring onto the tokens.

Install up to four Bottomless Tokens.

Bottomless Tokens

Bottomless Tokens

Bottomless Token Removal: Clamp the shaft eyelet into the vise.

Move the bottomout washer and o-ring away from the shaft eyelet. Use a pick to separate the token from the other tokens or the shaft eyelet, then remove the token from the shaft.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring. Scratches can cause leaks.

Pick

Bottomless Tokens

Negative Volume Token: Clamp the shaft eyelet into the vise.

Align the shape of the token with the sealhead/air piston, so that the ledge is against the sealhead/air piston. Snap the token onto the sealhead/air piston.

Negative Volume Token

Negative Volume Token

Negative Volume Token Removal: Clamp the shaft eyelet into the vise.

Gently use a screwdriver to separate the token from the sealhead/air piston, then remove the token from the shaft.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring.

Flat blade screwdriver

1 Slide the bottomout washer and bumper up.

Remove the o-ring located below the shaft eyelet threads.

NOTICE

Do not scratch the sealhead. Scratches will cause leaks.

Clean the inside of the eyelet.

Apply grease to a new o-ring and install it into the eyelet.

Pick (non-metallic)

RockShox Dynamic Seal Grease

Push the bottomout washer and bumper back down.

2 Remove the o-ring on the outside of the air can.

Clean the air can threads and eyelet body threads.

Apply a light layer of grease and install a new o-ring.

3 Remove and discard the air can wiper seal located in the top groove.

4 Remove and discard the quad seal from the bottom of the second groove in the air can.

NOTICE

Do not remove the white backup ring. The backup is factory installed and does not require service.

5 Clean the inside of the air can. Remove a glove and use your finger to inspect the inside and outside of the air can for scratches, dents, or other surface deformations. Replace the air can if it is scratched or damaged.

6 Install a new quad seal by inserting one end into the deepest groove in the air can, then push the remainder of the ring into the groove.

7 Orient the new wiper seal step side up. Install it into the wiper seal groove at the top of the air can.

8 Apply a small amount of RockShox Dynamic Seal Grease to the quad seal, backup ring, and wiper seal.

Set the air can aside.

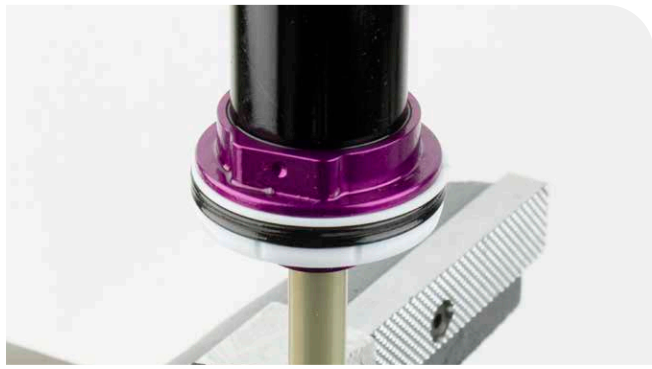
9 Clamp the shaft eyelet vertically in the vise.

Remove the split glide ring and the sealhead/air piston seal.

Clean the sealhead/air piston, then install a new glide ring and seal.

NOTICE

Do not remove or replace the sealhead bushing. The sealhead bushing ring is sized at the factory and does not require service.



To continue with the **50 Hour Service** go to Air Can Installation.

To continue with the **200 Hour Service** go to IFP Reservoir Service.

1 Clamp the shaft eyelet horizontally into the vise.

Remove the IFP reservoir valve cap. Depress the Schrader valve and release all air pressure from the IFP reservoir.

Once the pressure has been released, depress the Schrader valve a second time. If the Schrader valve is able to move, the shock has been completely depressurized.

If the Schrader valve does not move at all, the shock is still pressurized and will need to be sent to an authorized RockShox service center for further service.

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

⚠CAUTION - EYE HAZARD

Verify all pressure is removed from the shock before proceeding. Failure to do so can cause the damper body to separate from the shaft eyelet at a high velocity. Wear safety glasses.

RockShox Schrader Valve Core Tool

Small Hex Wrench

2 Use a RockShox Schrader Valve Core Tool to remove the Schrader valve core from the IFP reservoir valve.

Do not discard the Schrader valve core.

RockShox Schrader Valve Core Tool

3 Clamp the eyelet vertically into the vise. Push the IFP reservoir cap into the reservoir until it stops.

4 Remove the retaining ring from the IFP reservoir.

⚠CAUTION - EYE HAZARD

The retaining ring can eject rapidly as it is removed. Wear safety glasses.

Do not scratch the inside of the IFP reservoir.

5 Remove the IFP reservoir cap from the IFP reservoir.

NOTICE

Do not scratch the inside of the IFP reservoir. Scratches will cause oil and air to leak.

6 Remove the IFP reservoir cap o-ring.

Install a new o-ring.

7 Remove the bleed screw.

T10

Thread the RockShox IFP Puller Tool into the IFP, then remove the IFP Puller Tool and IFP from the reservoir.

Unthread the RockShox IFP Puller Tool from the IFP.

RockShox IFP Removal Tool

RockShox IFP Removal Tool

8 Remove the IFP o-ring.

Install a new o-ring. Apply grease to the o-ring and IFP.

9 Remove the shock from the vise and hold it over an oil pan to drain the oil from the IFP reservoir.

1 Clamp the damper body wrench flats into the vise.

2 Place an oil pan beneath the damper body.

Loosen the sealhead/air piston assembly from the damper body.

Use your hand beneath the sealhead/air piston to prevent the wrench from slipping and scratching the damper shaft.

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

NOTICE

Do not scratch the damper shaft while removing the sealhead/air piston. Scratches can cause leaks.

Wrap a shop towel around the damper body, and remove the sealhead/air piston assembly.

3 Remove the damper body from the vise and pour the oil into an oil pan.

4 Spray RockShox Suspension Cleaner inside the damper body.

Place the damper body vertically onto a shop towel and allow the excess oil and cleaner to drain.

Inspect the inside and outside surfaces of the damper body for scratches, dents, or other surface deformations with a light. If any deformations are found, the damper body will need to be replaced.

RockShox Suspension Cleaner

Light

1 Clean the shaft assembly.

2 Clamp the damper shaft into the 0.5" (12.7 mm) slot on the RockShox Rear Shock Vise Block.

Do not remove the damper shaft from the eyelet.

NOTICE

To prevent damage to the sealhead/air piston, position the shaft in the vise so that the piston is clear of the vise jaws.

RockShox Rear Shock Vise Block 0.5" (12.7 mm)

3 Remove the main piston nut.

12 mm

4 Slide the piston bolt and main piston assembly off the shaft and onto a small hex wrench or pick.

Keep all the parts together and set them aside.

NOTICE

Keep the piston assembly parts in the order they were removed. Do not separate any parts from the piston assembly.

If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order to ensure proper function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack arrangements.

5 Remove the sealhead/air piston from the damper shaft.

6 Remove the internal seal o-ring located in the internal seal gland.

Install a new internal seal o-ring into the seal gland.

7 Remove the inner o-ring, located at the base of the threads in the sealhead/air piston.

Install a new inner o-ring into the sealhead/air piston.

8 Remove and discard the bottomout bumper.

Remove the washer.

Clean the damper shaft.

If travel will NOT be changed, proceed to step 10.

RockShox Suspension Cleaner

9 **Travel Change (optional):** Travel within the shock stroke range is changeable by installing a Travel Reducer and washer. Refer to the table below for compatibility. Refer to the *RockShox Spare Parts Catalog* for the available Super Deluxe (Gen C) Travel Change kit.

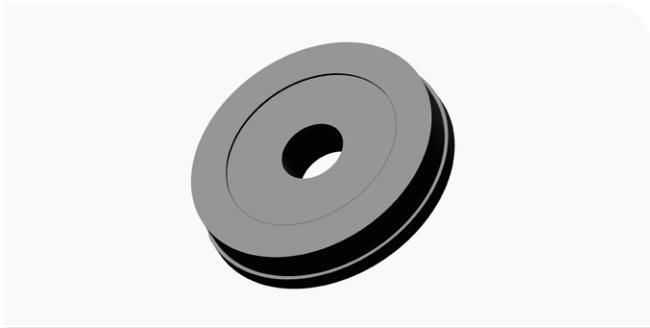
To change travel, install or remove a Travel Reducer and the included washer before the washer and bottomout o-ring are installed.

Installation - install the Travel Reducer on top of the washer. Install the additional washer (included in the travel change kit) on top of the Travel Reducer.

NOTICE

Before increasing or reducing shock travel (stroke), consult your frame manufacturer. Frame size and design determine allowable shock travel (stroke). Too much travel (stroke) can cause damage to the shock or bicycle frame.

Shock Length (mm)	Shock Stroke (mm)	Travel Reducer (mm) (and travel reducer washer)
165 190	37.5	7.5
	40	5
	42.5	2.5
	45	0
185 210	47.5	7.5
	50	5
	52.5	2.5
	55	0
205 230	57.5	7.5
	60	5
	62.5	2.5
	65	0
225 (C1 only) 250 (C1 only)	67.5	7.5
	70	5
	72.5	2.5
	75	0



Travel Reducer (2.5 mm, 5 mm, 7.5 mm)

Washer

Travel Reducer

Travel Reducer (2.5 mm, 5 mm, 7.5 mm)

10 Install the washer and a new bottomout bumper.

11 Install the sealhead/air piston onto the damper shaft.

12 Clamp the damper shaft into the vise.

NOTICE

To prevent damage to the sealhead/air piston, position the shaft in the vise so that the piston is clear of the vise jaws.

RockShox Rear Shock Vise Block 0.5" (12.7 mm)

13 Install the main piston assembly that was removed in step 4 onto the damper shaft.

Press the piston bolt through the piston assembly to keep the shims together and make piston installation easier.

Be sure to keep the main piston assembly parts in the same order.

Piston Upgrade (optional): All Super Deluxe C1 shocks can be upgraded with the Super Deluxe C2 High Flow Damper Piston Assembly kit which includes the Super Deluxe C2 High Flow piston, rebound check plate, top out plate, piston bolt, and the correct shims included in the Super Deluxe C Gen Damper Shim Tune kit.

Arrange the C2 high flow piston assembly parts, and shim tunes, in the correct order and slide them onto a pick for shock reassembly.

Refer to the *RockShox Rear Suspension Shim Tuning Guide* for the correct part installation order, including all tune shims required for the C2 high flow damper piston assembly.

Refer to the *RockShox Spare Parts Catalog* for available upgrade kits.

Damper	Shim Tune - Super Deluxe C1	Shim Tune - Super Deluxe C2
Rebound	Linear - LN	R55
	Linear - HLN	
	Linear - LLN	R53
	Digressive - DG	R85
	Progressive - PR	R25
Compression	LC	C30
	L1	C34
	L	C37
	M	C40
	H	C43

NOTICE

Keep the piston assembly parts in the order they were removed. Do not separate any parts from the piston assembly.

If the shims are not centered and in the correct order, the shock will not perform properly.

If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order to ensure proper function. Refer to the *Rear Suspension Shim Tuning Guide* for piston assembly and shim stack arrangements.

14 Tighten the piston bolt.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

Remove the assembly from the vise.

12 mm	6.2 N·m (55 in-lb)

1 The compression damper MUST be in the open position before oil fill and assembly. Confirm all compression adjusters are in the open position.

Ultimate Flight Attendant: Confirm the drive shaft key is rotated to the full counterclockwise position.

Ultimate Flight Attendant

2 Clamp the eyelet into the vise.

3 Pour 7wt Suspension Oil into the IFP reservoir until it is level with the top of the IFP reservoir.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

Maxima PLUSH 7wt Suspension Oil

4 Use the palm of your hand to tap down on the top of the reservoir repeatedly to move oil through the damper shaft. This will assist in purging air bubbles from the system.

Continue to tap on the top of the reservoir until no more bubbles emerge from the damper shaft.

Once the system is purged of bubbles, cover the damper shaft with your finger to temporarily seal the system.

5 With your finger still on the damper shaft opening, pour 7wt suspension oil into the IFP reservoir until it is level with the top of the reservoir.

Install the IFP, flat side up, into the IFP reservoir.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

Maxima PLUSH 7wt Suspension Oil

Cover the reservoir with a towel when pushing the IFP down to prevent oil from ejecting out of the IFP bleed port.

Use a metric caliper or ruler to push the IFP into the reservoir to a depth of 20 mm.

20 mm depth is NOT the final IFP depth. Final IFP depth will be set after the piston/shaft assembly has been installed.

The IFP should be submerged in oil.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push the IFP down. Oil will be ejected from the IFP bleed port. Wear safety glasses.

20 mm

6 Tap the shock on the bench a few times to purge any excess bubbles, then *lightly* install the IFP bleed screw into the IFP. The bleed screw should be submerged in oil.

Pour out any excess oil.

T10

7 Remove the shock from the vise, and slide the sealhead/air piston until it stops at the end of the damper shaft.

8 Clamp the damper body eyelet into the vise.

9 Pour 7wt Suspension Oil into the damper body until it is level with the top.

Maxima PLUSH 7wt Suspension Oil

10 Place your thumb on the IFP to prevent it from moving. While holding the sealhead/air piston, slowly install the sealhead/air piston onto the damper body.

Do not hold on to the shaft eyelet or damper shaft while inserting the sealhead/air piston into the damper body. It will move the piston/shaft assembly, causing too much oil to displace out of the damper body.

Pressure will continue to build against the IFP as the shaft assembly is tightened. Keep your thumb on the IFP to ensure the best bleed. Remove your thumb once the shaft assembly has been tightened.

11 Tighten the sealhead/air piston.

Use your hand beneath the sealhead/air piston to prevent the wrench from slipping and scratching the damper shaft.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

NOTICE

To prevent damage to the damper body, do not allow the wrench to slip from the sealhead/air piston.

34 mm	28 N•m (250 in-lb)

12 Remove the shock from the vise. Turn the shock over and clamp the shaft eyelet into the vise.

13 Remove the IFP bleed screw from the IFP.

T10

14 Use a metric caliper or ruler to push the IFP into the reservoir to a depth of 20 mm.

20 mm depth is NOT the final IFP depth. Final IFP depth will be set after the piston/shaft assembly has been installed.

Cover the reservoir with a towel when pushing the IFP down to prevent oil from ejecting out of the IFP bleed port.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push the IFP down. Oil may be ejected from the IFP bleed port if you push the IFP down too fast. Wear safety glasses.

20 mm

15 Pour 7wt suspension oil into the IFP reservoir until the IFP is submerged.

Maxima PLUSH 7wt Suspension Oil

16 Slowly push the damper body downward. Oil will begin to fill the reservoir through the IFP bleed port. Stop when the damper body is 3/4 of the way through the travel.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push on the damper body. Oil may be ejected from the IFP reservoir if you push the damper down to fast. Wear safety glasses.

17 Slowly pull up on the damper body until it stops, making sure the IFP stays submerged in oil. This will cycle oil from the reservoir back into the damper body and purge air bubbles from the system.

Continue to pull up and push down on the damper body until no more air bubbles emerge from the IFP bleed port.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push on the damper body. Oil may be ejected from the IFP reservoir if you push the damper down too fast. Wear safety glasses.

18 Install the IFP bleed screw into the IFP. The bleed screw should be submerged in oil.

19 Remove the damper body bleed screw from the damper body eyelet, and rotate the damper body away from you.

Secure a shop towel over the bleed screw port and around the damper body to absorb oil.

20 **Set IFP to Specified Depth:** Insert a 3 mm hex wrench through the slot next to the 33 or 39 mm mark on the IFP Height Tool, depending on your shock stroke.

Shock Stroke (mm)	IFP Depth (mm)
37 - 65	33
67 - 75 (C1 only)	39

Use the IFP bleed tool to slowly push the IFP into the reservoir to the appropriate depth for your shock stroke.

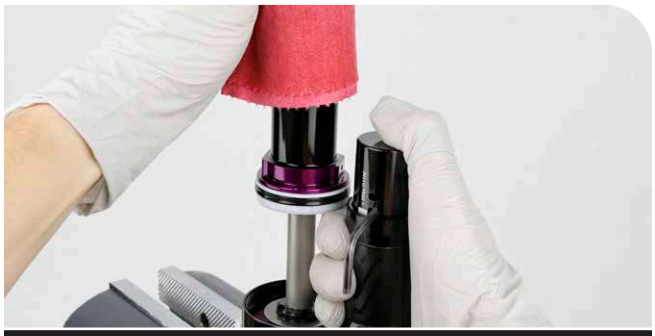
⚠CAUTION

The IFP must be set to the specified depth. Failure to set the IFP to the specified depth will result in separation of the reservoir cap from the reservoir when the shock is compressed, which will cause permanent damage to the shock and possible injury to the rider.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir or at the damper body as you push on the IFP. Oil may be ejected from the IFP reservoir or damper body if you push the IFP down too fast. Wear safety glasses.

IFP Height Tool 3 mm



37 - 65 mm shock stroke: 33 mm 67 - 75 mm shock stroke: 39 mm

21 Install and tighten new damper body bleed screw into the damper body eyelet.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

Spray isopropyl alcohol or RockShox Suspension Cleaner on the damper body and clean it with a shop towel.

T10

T10 1.1 N•m (10 in-lb)

22 Remove the shock from the vise. Pour the oil out of the IFP reservoir. Wipe the inside of the IFP reservoir with a shop towel.

NOTICE

Do not spray isopropyl alcohol or RockShox Suspension Cleaner into the reservoir. Isopropyl alcohol can cause o-rings to become brittle and crack.

Clamp the shaft eyelet into the vise so the shock is vertical.

23 To check the bleed quality, install the IFP Height Tool into the IFP reservoir and apply force to the IFP Height Tool (approximately 25 lbs / 111 N). The IFP should feel firm and should not compress. If the bleed check window (33 mm or 39 mm IFP height) is compressed beneath the edge of the reservoir, the system will need to be re-bled. To re-bleed the system, pour out the oil and remove the IFP, then return to step 1 of Shock Assembly and Bleed.

NOTICE

Do not push the tool in with more than 25 lbs / 111 N of force. Excess pressure can cause oil to bypass the IFP seal.

IFP Height Tool

Bleed Check Window

24 Apply a thin layer of grease to the IFP reservoir cap o-ring. Push the IFP reservoir cap into the IFP reservoir until the retaining ring groove is visible.

25 Insert one end of the retaining ring into the groove.

Push the new retaining ring into the groove until it is seated.

Push the retaining ring in the groove with a pick and confirm the retaining ring is completely seated in the retaining ring groove.

⚠CAUTION- EYE HAZARD

The retention ring can eject rapidly as it is installed. Wear safety glasses.

To avoid shock failure and possible injury, confirm the retaining ring is completely seated in the retaining ring groove before pressurizing the reservoir.

26 Pull up on the IFP reservoir cap to seat it against the retaining ring.

NOTICE

Do not scratch the inside of the IFP reservoir. Scratches will cause oil and air to leak.

27 Reinstall the Schrader valve into the IFP reservoir cap.

RockShox Schrader Valve Core Tool

28 Install the RockShox air valve adaptor tool onto the shock pump and thread the adaptor tool into the reservoir air valve. Inflate the reservoir to 200 psi.

Remove the adaptor tool and pump from the reservoir.

NOTICE

Do not separate the shock pump from the air valve adapter tool. Separating the pump from the adapter first will allow all of the air to escape from the reservoir.

You may substitute nitrogen if you have the proper fill equipment.

RockShox Air Valve Adapter Tool and shock pump 200 psi

29 Install a new IFP reservoir fill cap o-ring, and install the fill cap into the IFP reservoir cap.

RockShox Schrader Valve Core Tool

NOTICE

The MegNeg air can is NOT compatible with Super Deluxe Ultimate Flight Attendant (RS-SDLX-UFA-C1).

The Super Deluxe Linear XL Air Can (upgrade kit) is NOT compatible with Super Deluxe Ultimate Flight Attendant.

1 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

2 Install the Counter Measure onto the damper body. Apply RockShox Dynamic Seal Grease to the sealhead/air piston seals.

3 Inject 1 mL, or half of the pillow pack (1 pillow pack = 2 mL), of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light into the air can before installing the air can onto the damper. Firmly press the air can down until the sealhead/air piston is inserted into the air can.

⚠CAUTION- EYE HAZARD

Fluid will eject out of the holes as you install the air can onto the damper. Wear safety glasses.

15w50 or PLUSH Light 1 mL

4 Inject another 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light, or the rest of the pillow pack (1 pillow pack = 2 mL), into the air can.

15w50 or PLUSH Light 1 mL

5 Press the air can onto the damper then thread it onto the shaft eyelet and tighten.

6 Secure a rubber strap wrench around the air can around the section of the air can furthest from the shaft eyelet (as pictured).

NOTICE

The air can must be clean and free of grease and oil. Clean the air can if necessary.

To avoid damage to the air can decal, do not place the strap wrench on the air can decal.

While holding the strap wrench firmly to stabilize the shock, tighten the eyelet assembly into the air can. Use the appropriately sized crowfoot for the shock eyelet type. Trunnion pictured.

Eyelet Type	Width (mm)
Standard	13
Bearing	29
Trunnion	54 (Trunnion Crowfoot Tool)

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

Rubber strap wrench

See table | 10 N·m (90 in-lb)

Rubber strap wrench

See table | 10 N·m (90 in-lb)

7 Remove the shock from the vise. Clean the shock.

8 Install the sag indicator o-ring.

9 Pressurize the shock enough to extend the damper body to the full length, around 50 PSI / 3.5 bar.

Mounting Hardware Installation

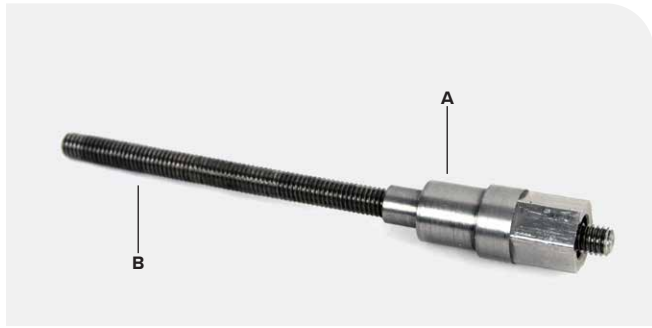
NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

Some mounting hardware is easily installed using only your fingers. Press the bushing pin into the shock eyelet bushing until the pin protrudes from both sides of the eyelet an equal amount. Next, press an end spacer, champfered side first, onto each end of the bushing pin. If this works, you have completed mounting hardware and bushing service.

If you are unable to install your mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.

1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.



RockShox 1/2" x 1/2" Rear Shock Bushing Tool

2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin.

3 Thread the large, open end of the catcher onto the rod until it rests on the eyelet.

4 Hold the catcher secure with a 13 mm wrench.

Use a second 13 mm wrench to thread the push pin along the rod until it pushes the bushing pin into the shock eyelet bushing.

NOTICE

Do not damage the shock with the wrenches.

Use one spacer to check the pin position. The pin should be centered in the eyelet.

Continue to thread the push pin until the bushing pin protrudes from both sides of the eyelet an equal amount.

You may need to unthread the catcher slightly to check the bushing pin spacing.

Remove the bushing tool.


13 mm

5 Press an end spacer, champfered side first, onto each end of the bushing pin.

The bushing pin should be centered in the eyelet and no portion of either end should protrude from either end spacer. Re-center the bushing pin if necessary.

Upgrade (optional) - Standard Eyelet to Bearing Adapter (23 mm)

The RockShox Rear Shock Bearing Adapter is only compatible with a bearing mount frame (30 mm mount width). Confirm compatibility with the frame manufacturer before installation.

The RockShox Rear Shock Bearing Adapter (23 mm) is compatible with the Super Deluxe (Gen C) damper shaft eyelet and damper body eyelet.

The damper body eyelet is pictured. Procedures are the same for the damper shaft eyelet.

A new RockShox Rear Shock Bearing Adapter is pictured. Procedures are the same for an original, previously installed, bearing adapter unless otherwise pictured and/or described.

The standard eyelet bushing must be removed before the Bearing Adapter can be installed.

NOTICE

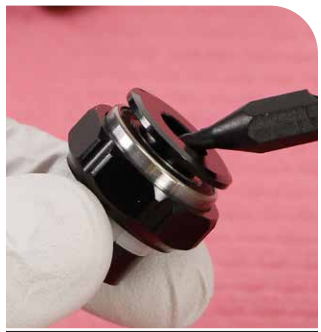
A Super Deluxe (Gen C) with a standard eyelet (damper body eyelet and/or shaft eyelet) is compatible with the 23 mm RockShox Rear Shock Bearing Adapter only. To avoid permanent damage to a Super Deluxe (Gen C) rear shock, do NOT install a 26 mm RockShox Rear Shock Bearing Adapter into the damper body and/or damper shaft standard eyelet.

Bearing Adapter Installation

Deluxe is pictured. Procedures are the same for Super Deluxe (Gen C) unless otherwise pictured and/or described.

1 Remove both bearing covers and set them aside.

Pick (non-metallic)



Pick (non-metallic)

2 Confirm the crush ring is seated in the groove on the adapter.

Insert the internal threaded bearing adapter (does not include a dimple on each hex flat) into the eyelet and gently press it into the eyelet squarely.

Verify the crush ring is installed in the groove and not pinched between the bearing adapter and the eyelet.

Stop when the crush ring is approximately halfway installed into the eyelet.

3 Install the external threaded bearing adapter (includes a dimple on each hex flat) into the eyelet and thread it into the internal threaded bearing.

Stop when both crush rings are approximately halfway installed into the eyelet.

Rotate both bearing adapters and confirm the crush rings are in the adapter grooves and the eyelet, and are not pinched between the bearing adapter and the eyelet.

Continue to thread the bearing adatper sides together by hand.

4 Clamp one side of the bearing adapter into a vise with soft jaws.

Bench Vise wcith Soft Jaws

5 Tighten the bearing adapter to the specified torque.

NOTICE

Do NOT use a standard 22 mm socket to install the RockShox Rear Shock Bearing Adapter. A standard socket may not be compatible. Use ONLY an open end crowfoot or adjustable crowfoot socket.

Do not damage the shock during bearing adapter removal and/or installation.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

Remove the shock from the vise.

22 mm - Crowfoot	10 N·m (90 in-lb)

6 **Original Bearing Adapter (if removed before service):** Install both bearing covers.

7 **New Bearing Adapter:** Install both bearing covers and position the bearing adapter in the vise.

A new Bearing Adapter (23 mm) includes one bearing in the non-dimpled adapter that is not completely seated and must be pressed and seated into the adapter before the shock can be installed onto a bicycle.

Gently close the vise and press the raised bearing into the bearing housing until it stops and the bearing is fully seated into the bearing housing. The bearing cover should also be fully seated in the bearing housing.

NOTICE

Do not overtighten the vise. Overtightening the vise can cause permanent damage to the bearings.

Bench Vise with Soft Jaws

Bench Vise with Soft Jaws

8 Measure the total width of the installed RockShox Rear Shock Bearing Adapter, with both bearing covers installed, and confirm the total width is within specification.

Digital Caliper 29.75 mm ±0.15 mm

If a Bearing Adapter is installed, remove before performing shock service.

Bearing Eyelet Mount

Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

Bearing Mount Installation

Install the Bearing Eyelet Mount Assembly after service is complete.

Deluxe is pictured. Procedures are the same for Super Deluxe (Gen C).

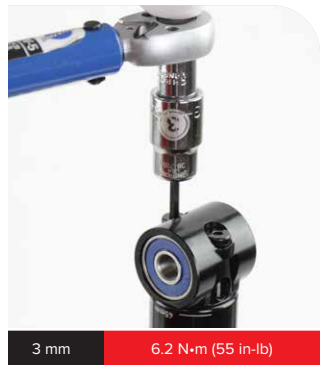
NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

1 Install the bearing eyelet mount assembly and bolts. Tighten the bolts evenly to the specified torque.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.



Install the bearing dust covers when the shock is installed back onto the bicycle.

Ultimate Flight Attendant - Rear Shock Module Installation and Check Function

Install the Flight Attendant Rear Shock Module after service is complete.

1 Apply a light layer of grease to the Rear Shock Module o-ring.

RockShox Dynamic Suspension Grease

RockShox Dynamic Suspension Grease

2 The keyed ends of the Rear Shock Module and the compression damper adjuster must be aligned before installation. Check for alignment before installation.

If the keys are not aligned, rotate the compression adjuster key until it is aligned with the internal key in the Rear Shock Module.

RockShox Schrader Valve Tool

3 Install the Rear Shock Module onto the shock and evenly tighten each cap screw to the specified torque.

NOTICE

Confirm the Rear Shock Module sits flush against the reservoir neck before tightening the module screws.

Do not over-tighten the Rear Shock Module screws, as this can damage the module housing.

3 mm

3 mm

3 mm | 0.56 N·m (5 in-lb)

3 mm | 0.56 N·m (5 in-lb)

4 Remove the battery block and install the SRAM battery.

Rear Shock Module Homing/Power Cycle Process: When the battery is installed, the system should smoothly complete the homing/ power cycle process (compression damper reset), which adjusts the compression damper to the Open Postion. If the internal motor hesitates, exhibits repeated efforts to initiate the homing/power cycle process, or produces clicking noises, the Rear Shock Module may be installed incorrectly.

Loosen each Rear Shock Module cap screw, then remove and reinstall the SRAM battery. Verify the homing/power cycle process executes smoothly. When confirmed, evenly tighten each cap screw (0.56 Nm/ 5 in-lb).

5 To confirm the rear shock module functions properly, install the SRAM battery. The rear shock module motor should complete a power cycle which adjusts the compression damper toward the Open Position.

Single press the AXS button and listen for the adjuster motor to actuate. If the motor does not actuate, there may be a problem and the shock will need to be disassembled and reassembled.

Note: One double press of the AXS button will adjust the compression damper toward the Open position. One single press of the AXS button will adjust the compression damper toward the Lock position.

If the internal motor hesitates, exhibits repeated efforts to initiate the homing/power cycle process, or produces clicking noises, the Rear Shock Module may be installed incorrectly.

Loosen each Rear Shock Module cap screw, then remove and reinstall the SRAM battery. Verify the homing/power cycle process executes smoothly. When confirmed, evenly tighten each cap screw (0.56 in-lb / 5 Nm).

Test with rear shock installed on bicycle: When the rear shock is installed back into the bicycle frame, test function again.

Adjust the rear shock to the Lock position, and compress the frame suspension to confirm the shock locks properly.






Shock Installation and Setup

1. Reinstall the rear shock as instructed by your frame manufacturer.
2. Pressurize the rear shock to the pre-service air pressure written down in the Record Your Settings table. Refer to the *RockShox Suspension Tuning Guide* for procedures on setting rear shock air pressure and spring sag.
3. Adjust the rebound and compression settings to the pre-service settings written down in the Record Your Settings table.
   Ultimate Flight Attendant: Refer to the *Flight Attendant User Manual* for procedures to set Low Speed Compression damping.
4. **Test with rear shock installed on bicycle:** When the rear shock is installed back into the bicycle, test function again. Adjust damper settings, and compress the frame suspension to confirm the shock functions properly.

This concludes the service for your RockShox rear shock.

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